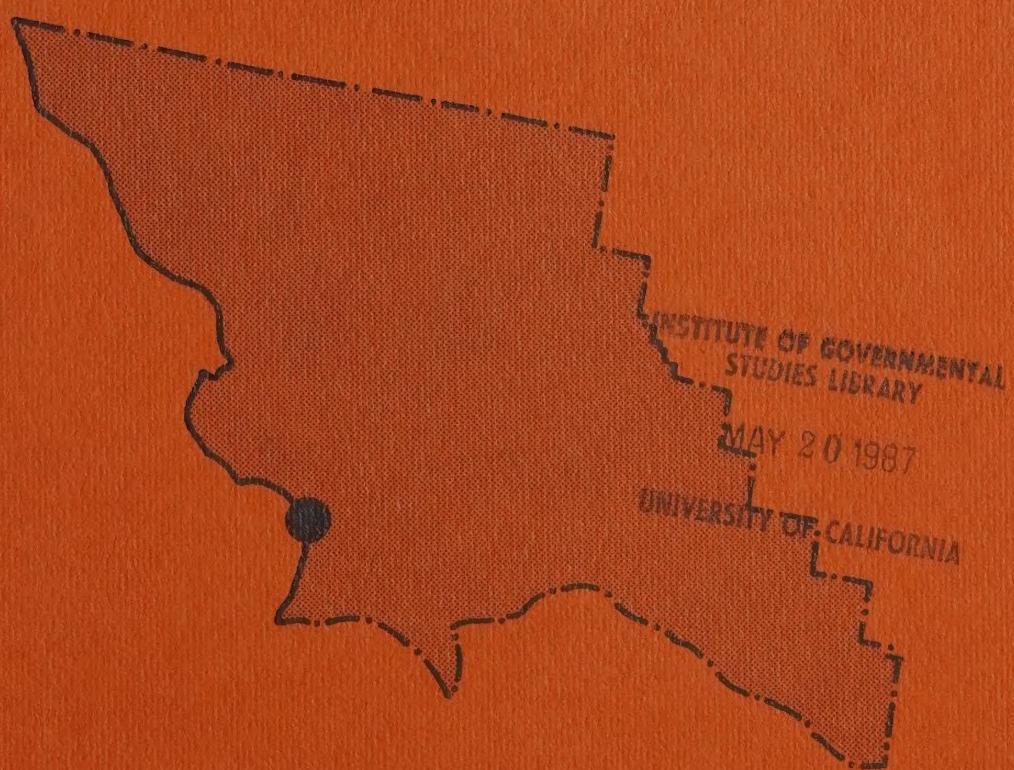


5/20/87

CIRCULATION  
ELEMENT  
**GENERAL  
PLAN**

CITY OF  
**GROVER CITY**



San Luis Obispo County,

California



HAHN, WISE and  
ASSOCIATES, INC.  
Planning Consultants  
San Carlos, California



## RESOLUTION NO. 73-50

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GROVER  
CITY ADOPTING THE CIRCULATION ELEMENT OF THE GENERAL  
PLAN

WHEREAS, the Planning Commission of the City of Grover City has prepared a General Plan Report together with a Plan Map entitled "Circulation Element General Plan" and did all things legally required by law to develop a report and map adequate in scope and authority to serve the purposes of a General Plan; and

WHEREAS, pursuant to Government Code Section 65560 the City Planning Commission held a public hearing on May 14, 1973 for the purpose of considering and adopting said Circulation Element of the General Plan, at which public hearing said Report and Map were displayed and explained and reported upon, and all interested persons were given the opportunity to present oral or written statements for or against, or commenting upon, said Plan, at the conclusion of which hearing the Planning Commission did by resolution adopt said Circulation Element of the General Plan; and

WHEREAS, this Council finds that said Circulation Element of the General Plan is necessary for sound future community development, the preservation of community values, and the promotion of the general health, safety, convenience, and welfare of the citizens of the City of Grover City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Grover City as follows:

1. The City Council does hereby find and determine that the public interest, legislative requirement, convenience, and necessity require that the Circulation Element of the General Plan Report and Map be adopted.

2. The City Council does hereby adopt the Circulation Element of the General Plan as prepared together with the Map and descriptive material therein contained.

3. The Mayor be and is hereby authorized and directed to certify this approval upon the Circulation Element of the General Plan.

PASSED AND ADOPTED this 20th day of August, 1973.

s/ Helen J. Barnes  
MAYOR

ATTEST:

s/ Kenneth O. Berry  
CITY CLERK



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CIRCULATION

ELEMENT

City of

GROVER CITY

August, 1973

HAHN, WISE & ASSOCIATES, INC.

Planning Consultants

San Carlos, California



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## **GENERAL OBJECTIVES**



## GENERAL OBJECTIVES

1. The provision of a street system which will adequately serve homes, business, industry, recreation, and agriculture as they develop according to the Land Use Plan, is a major objective of the Circulation Element.
2. A functional street system should be provided which will improve traffic circulation, reduce accidents, and allow for the inevitable increase in volumes of traffic.
3. A practical program should be adopted for the development of a network of arterial and collector streets to serve the Grover City Planning Area, with due consideration for the existing and proposed circulation of the State and San Luis Obispo County.
4. The overall street pattern should have a functional relationship to the land use.
5. Street widths should reflect anticipated traffic volumes.
6. Traffic should be concentrated on as few streets as possible, and routed around, rather than through residential neighborhoods.
7. Easy truck and employees access should be available to employment centers.
8. A local system of curved streets with off-set intersections should be considered preferable to a grid system.
9. The City of Grover City should be serviced by six types of streets and highways: the Freeway, the State Highway, the County Road, the Arterial Street, the Collector Street, and the Local Street.



10. One freeway traverses the Grover City Planning Area. U.S. Highway 101 across the northerly part of the Planning Area in a general east-west direction.

11. State Highway 1 is still a major traffic carrying facility in the Planning Area. This Highway affords a direct connection between the Cities of Pismo Beach and Grover City as well as Oceano.

12. County roads of adequate width and alignment, should be provided to serve the various areas outside of the City.

13. In general, arterial streets should form a "ring" around neighborhoods and areas which generate large volumes of traffic.

14. Collector streets are primarily used in residential and industrial areas. These streets draw traffic from local streets and feed it to arterial streets.

15. Local streets serve residential areas and provide access to abutting property.

16. The rail facilities of the Southern Pacific Railroad serve an important transportation function in the Grover City area. The City should seek the cooperation of the railroad in beautification of the railroad right-of-way through the area.

17. The Pismo-Oceano airport is a general aircraft and recreation aircraft facility, located southerly of the City in the Oceano area. It is anticipated that business and recreationists will use air transportation on an ever increasing basis in the future.

18. A practical program should be adopted for the development of a safe pedestrian circulation system to serve the City.

19. It is the City's policy to foster and encourage the use of bicycles by developing a safe bicycle circulation system.



## PRINCIPLES AND STANDARDS



## PRINCIPLES AND STANDARDS

General Objectives No. 1 indicates that the City, in cooperation with various other interested agencies, should provide a street system which will adequately serve homes, business, industry, recreation, and agriculture as they develop.

The Land Use Element of the General Plan is a policy statement which proposes location for the various uses throughout the Planning Area. The Circulation Element provides a plan of streets, highways, rail and air transportation facilities which are designed to serve those land uses in the most efficient manner. The City should work closely with State and County Agencies and private developers to insure the development of a circulation system which will be both safe and efficient.

A functional street system should be designed which will improve traffic circulation, reduce accidents, and allow for an inevitable increase in the volume of traffic.

The street system within the City should be based on a series of arterial street "rings" which carry larger volumes of traffic around, rather than through, residential neighborhoods, commercial districts, and industrial areas. Good sight distance, and a limited number of intersection conflict points and the separation of pedestrians and vehicles will help reduce accidents. It is anticipated that traffic will increase at an average of about 5% each year over the next 20-year period. The widths of some streets and highways within the area will have to be increased in order to handle this anticipated volume.



objective No. 3 indicates that a practical program should be adopted for the development of a network of arterial and collector streets to serve the Grover City Planning Area, with due consideration for the existing and proposed circulation systems of the State and San Luis Obispo County.

This program should include a list setting out the priority of development of city streets, a capital improvement program indicating the source of funds and the time at which they become available. The adoption of a Plan Line Ordinance is an effective method of protecting needed rights-of-way for future streets or street widening.

Objective No. 4 states that the overall street pattern should have a functional relationship to the land use.

In general, the street system should be designed to provide easy access between residential neighborhoods, commercial shopping areas, and recreation areas. The width and alignment of a street should be directly dependent upon the land use which that street serves.

Street widths should reflect anticipated traffic volumes.

The following table shows the normal range of traffic capacity on arterial streets in terms of ADT\*.

TABLE I.

CAPACITY OF TWO WAY ARTERIAL STREETS IN TERMS OF ADT

Number of Traffic Lanes	Without Parking Lanes	Plus Two Parking Lanes
2	3,000 - 6,000	3,000 - 6,000
4	6,000 - 13,000	6,000 - 11,000
6	9,000 - 20,000	9,000 - 16,000

\*Averave Daily Traffic



Traffic should be concentrated on as few streets as possible and routed around, rather than through, residential neighborhoods.

Through traffic should be routed around residential neighborhoods on a series of arterial street "rings" which are fed from the interior of the neighborhood by local and collector streets.

Easy truck and employee access should be available to employment centers.

Recreation and commercial areas require circulation patterns which permit ease of movement and ready access to major transportation arteries. A system of collector streets should be located throughout all areas and should be the primary means of access to the uses.

Objective No.8 indicates that a local system of curved streets with offset intersections should be considered preferable to a grid system.

Curved residential streets help prevent through traffic and add character to the neighborhood.

The City of Grover City should be serviced by six types of streets and highways: the Freeway, the State Highway, the County Road, the Arterial Street, the Collector Street, and the Local Street.

The County Roads, of adequate width and alignment, should be provided to serve the various areas outside of the City.

The County Road should be designed as a medium speed facility whose primary function is to carry traffic to different portions of the county, except where they serve as local residential streets. These roads should be designed with two lanes for moving traffic and shoulders of sufficient width to allow parking for emergencies. The sides of these roads should be landscaped wherever natural vegetation does not occur.



In general, arterial streets should form a "ring" around neighborhoods and areas which generate large volumes of traffic.

Arterials, or major streets, as the name implies, comprise the principal network for the flow of traffic. They are the important streets which connect main areas of traffic generation. They provide for distribution of traffic to and from less important areas.

Frequently there are serious conflicts between the land-service and traffic-service functions of arterial streets. If the land adjacent to the arterial is intensively used, the conflict is serious and the accident potential is high. The traffic function of arterials - that of moving vehicles, particularly on long trips between distant points, or traffic generations is important. Land access is its secondary function. For this reason, driveways and intersections should be kept at a minimum. Rear or side access to property abutting an arterial should be encouraged.

Arterial streets are the most important of all streets in the area, they should be designed with four lanes of traffic. Parking lanes, which should be provided, may be converted to traveled way if traffic warrants.

Collector streets are primarily used in residential and industrial areas. These streets draw traffic from local streets and feed it to arterial streets.

Collector streets are of less importance but still carry through traffic. They should be designed as wide, two lane streets and protected from cross traffic. These streets have the prime purpose of collecting traffic. Their function is to transfer traffic from local streets to arterials, local traffic generators, such as schools, employment and shopping areas. The design of collector



streets should not cross the collector; "T" intersections are preferred and good site distance at intersections is necessary. Collector streets should not form a continuous system; otherwise there will be a tendency to use it as an arterial and thus violate one of the goals of the Plan - to keep through traffic out of residential areas.

Local streets serve residential areas and provide access to abutting property.

Local streets are used to provide access to abutting property, locations for easements, open space for light and air, and a fire break between buildings. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. School buses and heavy trucks should be excluded from these streets. Although the Plan Map does not indicate local streets, it should be noted that they are an important element in community design. They provide a permanent framework for building and landscaping. No local street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation.



## GENERAL

The Circulation System of the City of Grover City should be designed to handle future volumes of traffic efficiently, with minimum interruption and delay. The system should be designed as a series of arterial "rings" surrounding traffic generators. The primary "rings" provide the means for traffic to circulate between the major areas of the city. The secondary "rings", within the primary system, service neighborhoods and large traffic generators such as the Central Business District, large residential areas, and working areas. Within the secondary system of "rings" are streets which directly serve the specific uses in the neighborhood. The streets and highways in the Grover City Planning Area should be divided into six categories according to their traffic carrying functions. The primary and secondary "ring" systems are composed of arterial streets the freeway and State Highway. Collector and local streets transfer traffic from generators to the "ring" systems and serve the working and residential areas within the "rings".

The six categories of streets and highways in the Grover City area are the freeway, State Highway, County Road, Arterial Street, Collector Street and Local Street. Freeways and State Highways are the primary responsibility of the California Division of Highways and as such, their geometrics and cross-section design are largely determined by that agency after public hearings held in the affected areas.

(a) U.S. Highway 101, a limited access freeway facility, was constructed northerly of the City and opened to traffic in the last decade. The freeway traverses the northerly edge of the City, and in some cases divides Grover City and Arroyo Grande. The Highway



is of interstate importance. In California, the facility extends from San Diego to the Oregon border, and is the major North-South route through the coastal areas of the State.

(b) State Highway 1 is an old, inefficient facility parallel-ing the Southern Pacific Railroad tracks to the southerly part of Oceano. The highway continues to be the major connection between the Cities of Pismo Beach and Grover City as well as Oceano.

The four categories of City and County streets and roads are the responsibility of the respective local jurisdictions. So there will be no misunderstanding of the street classifications used in this report, street standards are presented in terms of accepted principles of traffic-service functions performed.

(a) County roads comprise the principle network for the flow of traffic between major areas within the County. These are the important roads which connect the various traffic generators of the Planning Area, (except where they serve as local streets in Oceano). Since their primary function is traffic service, (except as noted) direct access to County roads should be kept to a minimum. The lands adjacent to County roads should be aesthetically pleasing to the highway user. The variation between development and open space provides a pleasant atmosphere through which to travel. There are no County roads within the City Limits of Grover City.

(b) Arterial streets, as the name implies, comprise the principle network for the flow of traffic within the City and the area. They are the important streets which connect main areas of traffic generation. They provide for distribution of traffic to and from less important areas.



Frequently there are serious conflicts between land-service and traffic-service functions of arterial streets. If the land adjacent to the arterial is intensively used, the conflict is serious and the accident potential is high. The traffic function of these streets - that of moving vehicles, particularly on long trips between distant points - is most important. Land access is its secondary function. For this reason, driveways and intersections should be kept at a minimum. Rear or side access to property abutting an arterial street should be encouraged.

Arterial streets are the most important of all streets in the area, and should be designed to carry four moving lanes of traffic. Parking lanes, which should be provided, may be converted to travel-way if traffic warrants.

(c) Collector streets are of less importance but should still be designed to carry through traffic. They should be designed as wide, two lane streets and protected from cross traffic. These streets have the prime purpose of collecting traffic. Their function is to transfer traffic from local streets to arterials, local traffic generators, such as schools, employment and shopping areas. The design of collector streets should reflect this emphasis on carrying traffic. Local streets should not cross the secondary; "T" intersections are preferred and good sight distance at intersections is necessary. Collector streets should not form a continuous system; otherwise there will be a tendency to use it as an arterial and thus violate one of the goals of the plan - to keep through traffic out of residential areas.

(d) Local streets are used to provide access to abutting property, locations for easements, open space for light and air, and a



fire break between buildings. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. School buses and heavy trucks should be excluded from these streets.

Although the plan does not indicate local streets, it should be noted that they are an important element in community design. They provide a permanent framework for building and landscaping. No local street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation. Suggestions for geometric design are submitted in a later section of this report.



## THE CIRCULATION PLAN



## THE CIRCULATION PLAN

The map entitled "CIRCULATION PLAN" portrays all of the essential elements of the plan. It shows streets that should be designated as county roads, arterials and collectors; extensions of such streets and suggested routes for important new streets. A separate plate illustrates the recommended cross-section for each type of street.

Future traffic estimates are found on the "Design Traffic Flow Map", page 19. These estimates of average daily volumes are based on projections made from the existing traffic flow counts described above and motor vehicle projections. Besides the effect of population increases on traffic flow, it should be kept in mind that the number of motor vehicles per family has been constantly increasing as can be seen from the graph on page 26. Grover City's Circulation Plan has been designed to promote easy traffic flow and the most direct access to points of high traffic concentration. The system has been designed with a "ring" of arterial and collector streets around each residential area. These "rings" will collect the traffic from residential areas and provide streets, away from the residential areas, which are capable of carrying large volumes of traffic. These streets will carry the through traffic to commercial areas, business districts, manufacturing sites and schools. The "ring" system will help accomplish one of the primary goals of this plan; to keep through traffic off of local streets.



### Arterial or Major Streets

The following Streets have been proposed as major streets because of the areas they serve, their basic alignment and design.

Grand Avenue (Arterial 100' R/W)	Paso Robles Street
Oak Park Blvd. (Parkway 100' R/W)	Twelfth Street
Railroad Street (River Avenue)	Arroyo Grande Avenue
North & South Thirteenth Street	Twenty Second Street
North & South Fourth Street	Strand Way
Roosevelt Drive (Parkway)	Newport Avenue
Pier Avenue (Parkway)	Mentone Avenue
Long Branch Avenue	The Pike
North Twelfth Street (Atlantic City Northerly)	

Whatever right-of-way is needed to bring the above streets up to arterial standards, or to extend the street, it should be purchased as soon as possible in order to avoid rising land cost. Construction may be commenced when traffic warrants, or when funds become available.

### Collector Streets

A collector system will be required in each new residential neighborhood to drain traffic from local streets and to provide easy access to commercial areas, schools and to arterials. It is felt that a curved or broken alignment would be more desirable in order to deter a major, through traffic movement; to serve a greater area of a neighborhood; and to encourage a system of curved local streets, rather than a grid pattern within the neighborhood. This type of alignment should be encouraged in future developments and subdivisions, however, the established city-county road pattern must be recognized.

Streets designated as collectors follow:



Atlantic City Avenue  
Newport Avenue  
Farroll Road  
Fifteenth Street  
Arroyo Grande Avenue

Highland Way  
El Camino Real  
Garden Street  
Twenty Third Street  
Front Street - Railroad Drive

#### AIRPORT

The use of air transportation has grown significantly over the past few years and will be used to an even greater extent in the future. The Pismo-Oceano Airport is a general aviation and recreation oriented facility, located just a few hundred feet southwest of the City Limits. As the area grows, the airport will experience an ever increasing degree of use. The facility will adequately serve the area for general aviation and recreationists through the year 1985 with certain improvements. The importance of this facility in furthering the recreation development of the area should be recognized by the City. Grover City should cooperate with the County and other interested agencies in a program of expansion and development of this facility.

#### PEDESTRIANS

Pedestrian Traffic within the City has increased significantly over the past few years with the rise in population and tourist related activities and will increase to an even greater extent in the future.

There are three major areas of Pedestrian Traffic:

1. People in the business area,
2. People in recreation/tourist related areas,
3. Small children going to and from school.

Every attempt should be made to separate pedestrian traffic from vehicular traffic for safety purposes. A desireable way to achieve this goal is the installation of sidewalks. A practical program should be adopted by the City for the installation of sidewalks.



## BICYCLES

It is the City's policy to foster and encourage the use of bicycles by the citizens and tourists of the City in recognition of the fact that the riding of bicycles is an extremely popular form of transportation and recreation, and it is available to all citizens of all age brackets.

Consideration should be given to the establishment and designation of bicycle paths and routes within the City. To protect the public safety, bicycle traffic should be separated from vehicular traffic wherever possible. Special consideration should be given to the inclusion of bicycle paths or routes in school and recreational areas.

A bicycle path is a specifically designated area which is designed for the sole purpose of accommodating bicycles.

A bicycle route is a recommended route for bicycle travel along bicycle paths and other facilities which safely accommodate bicycles and their riders.

All bicycle paths and routes should be clearly and adequately marked both the ground where feasible and by signs. Locations at which bicycle paths or routes cross public streets should be clearly marked to alert motorists to the bicycle traffic.

Grover City should cooperate with adjacent cities, the County and other interested agencies in development of a safe bicycle circulation system.

## RESPONSIBILITY

The City or County along with developers, will probably have to assume the primary responsibility for improving existing important streets. An effort should be made to work out a cooperative



arrangement for development of new streets and improvement of existing ones designated as arterials.

Responsibility for developing new arterials will be shared between owners of abutting property and the City or County. It is important that rights-of-way for these streets be protected as soon as possible and obtained as part of proposed development.

New collector streets, mainly will be the responsibility of the developer. The developer should assume full responsibility for any collector street that falls within his subdivision.

#### STREET SECTIONS

Standard street sections for arterial, collector and local streets are shown on the following page. It is recommended that all travel lanes on arterial and collector streets be twelve feet in width and that parking lanes be eight feet wide. All City streets should have curbs and gutters. A gutter should not be considered as part of a traffic lane width when it is of contrasting color and texture and when used in connection with a barrier curb. This design rule should be kept in mind whenever a parking lane is converted to a traffic lane in order to gain a greater capacity. When street sections, such as the ones proposed are used, the curb lane can easily be converted to a through lane by the removal of parking.

#### TRAFFIC CONTROLS

Traffic controls, such as stop signs and yield right-of-way signs should be used to guide, as well as to control, traffic movements.

In new areas it is recommended that good geometric design be used instead of signing. Curvilinear streets, "T" intersections, and varying street widths should be used as traffic controls rather than signing.



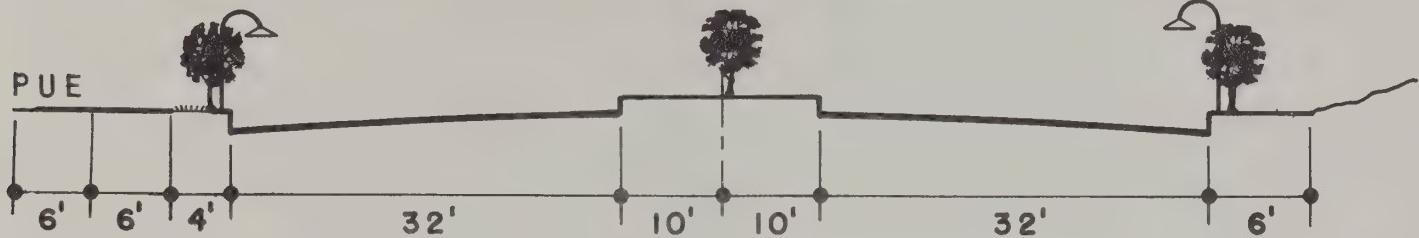
# GROVER CITY STREET SECTIONS

**Residential**

**Parkway**

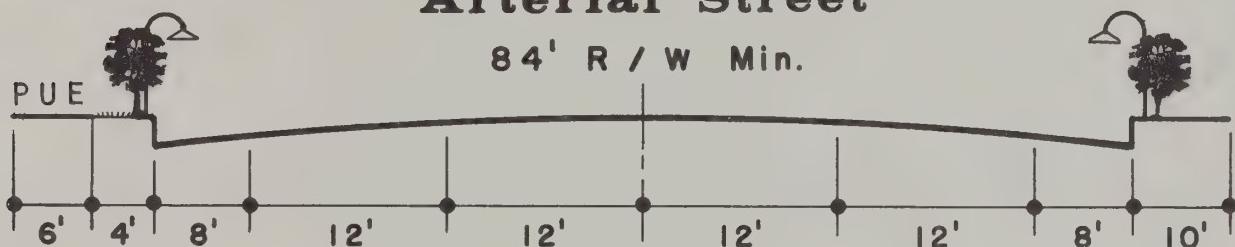
100' R / W

**Commercial**



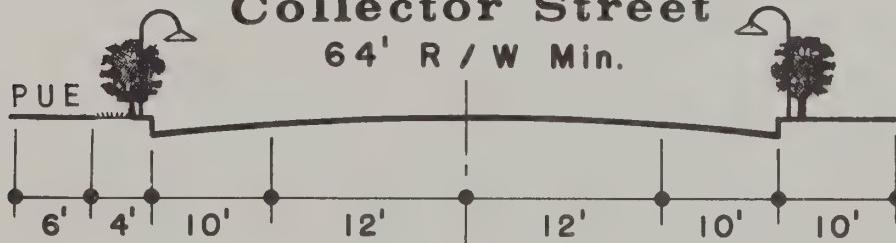
**Arterial Street**

84' R / W Min.



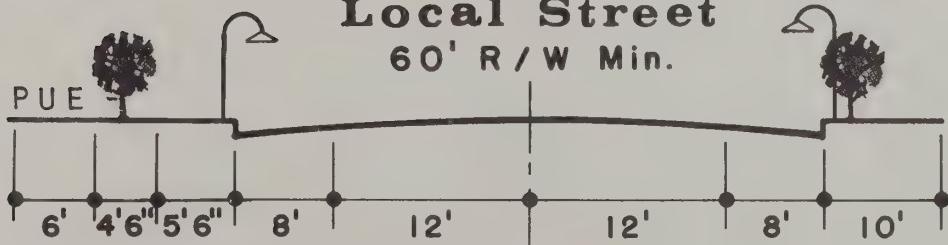
**Collector Street**

64' R / W Min.



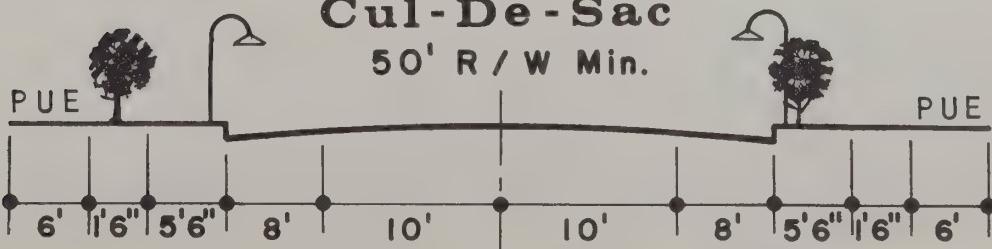
**Local Street**

60' R / W Min.



**Cul-De-Sac**

50' R / W Min.



PUE - PRIVATE UTILITY EASEMENT.



In the established portions of the City, stop signs should be used to help delineate arterial, collector and local streets. Arterial streets should not have stop signs along their length, but all cross streets should be stop streets. Collectors should have few stop signs along their length. They should be spaced at a three block minimum and erected only when the collector crosses an arterial street or another collector. Local streets should have stop signs wherever they intersect an arterial, collector, or a point where the accident potential is high.

#### PLAN LINES

A Plan Line Ordinance is the most effective instrument for protecting needed rights-of-way for future streets or street widening. Following is a summary of what is meant by "Plan Lines".

A Plan Line is a concrete expression, on the part of a governing body, to widen a street or intersection, or to put in a new street of a certain width. A Plan Line is a precise section of a General Plan for street improvement. Plan Lines are established by ordinance. After the ordinance takes effect, no new structures may be placed within the Plan Lines unless approved by the City Council.

A Plan Line Ordinance does not automatically establish a new right-of-way width. The property affected must still be bought or condemned and the owners compensated, before improvements can be made. The Plan Lines establish new lines from which building setbacks are measured.

#### EXCESS RIGHT-OF-WAY

Strong consideration should be given to abandoning excess right-of-ways on all City streets where right-of-way exceed requirements for the future classification of the street. The reasoning



for the recommendation is as follows:

1. It will reduce present and future maintenance problems as off-site improvements are installed.
2. It will reduce the length of driveway approaches the City would be obligated to contract from curb to property line.
3. It will put more land on tax rolls.
4. Reduce liability of the City on excessively wide right-of-ways with relatively narrow improved sections.



CITY OF  
GROVER CITY  
COUNTY OF  
SAN LUIS OBISPO,  
CALIFORNIA

# CIRCULATION PLAN

SCALE  
0 300 600 1200 1500 1800  
10 FEET

ROSENSTEIN & ASSOCIATES INC.

PLANNING CONSULTANTS

CITY OF PISMO BEACH





# DESIGN FLOW 1990

CITY OF  
GROVER CITY  
COUNTY OF  
SAN LUIS OBISPO,  
CALIFORNIA





BASIC STUDIES AND INFORMATION



## CITY STREETS

An inventory of City streets has been prepared in map form and is shown on the accompanying plate. The map shows right-of-way width, paving width (between curbs if any), type of pavement and the location of curbs and gutters for each City street.

A study of this data indicates that many streets within the Planning Area are of substandard width or structural condition. The City should establish a list of priorities for street improvements. Needed improvements to arterials and collectors should be scheduled first. Local street repairs should be pursued as funds become available.

## SELECT SYSTEM

The arterial and collector streets designated by the City of Grover City to receive select system funds as authorized by the Collier-Unruh Local Transportation Development Act of 1963 are found on the map on page 22.

## TRAFFIC FLOW

In December 1971, vehicular traffic was counted on the major streets in the City; Oceano counts were furnished by the County. These counts are shown graphically on the exhibit on page 23. Highest volumes of traffic movement were recorded on U.S. 101, Highway 1, Grand Avenue, North Fourth and Thirteenth Street. Volumes on Highway 101 north of the City, averaged between 16,500 and 22,800 vehicles per day. Volumes counted on North Fourth Street varied from 4,000 to 4,500 vehicles per day. The number of vehicles counted on Highway 1 averaged between 5,000 and 7,000 vehicles per day. South Thirteenth has about 3,600 to 3,700 vehicles per day. It is, of course, recognized that traffic volume in the summer months is much greater than the totals reflected herein.

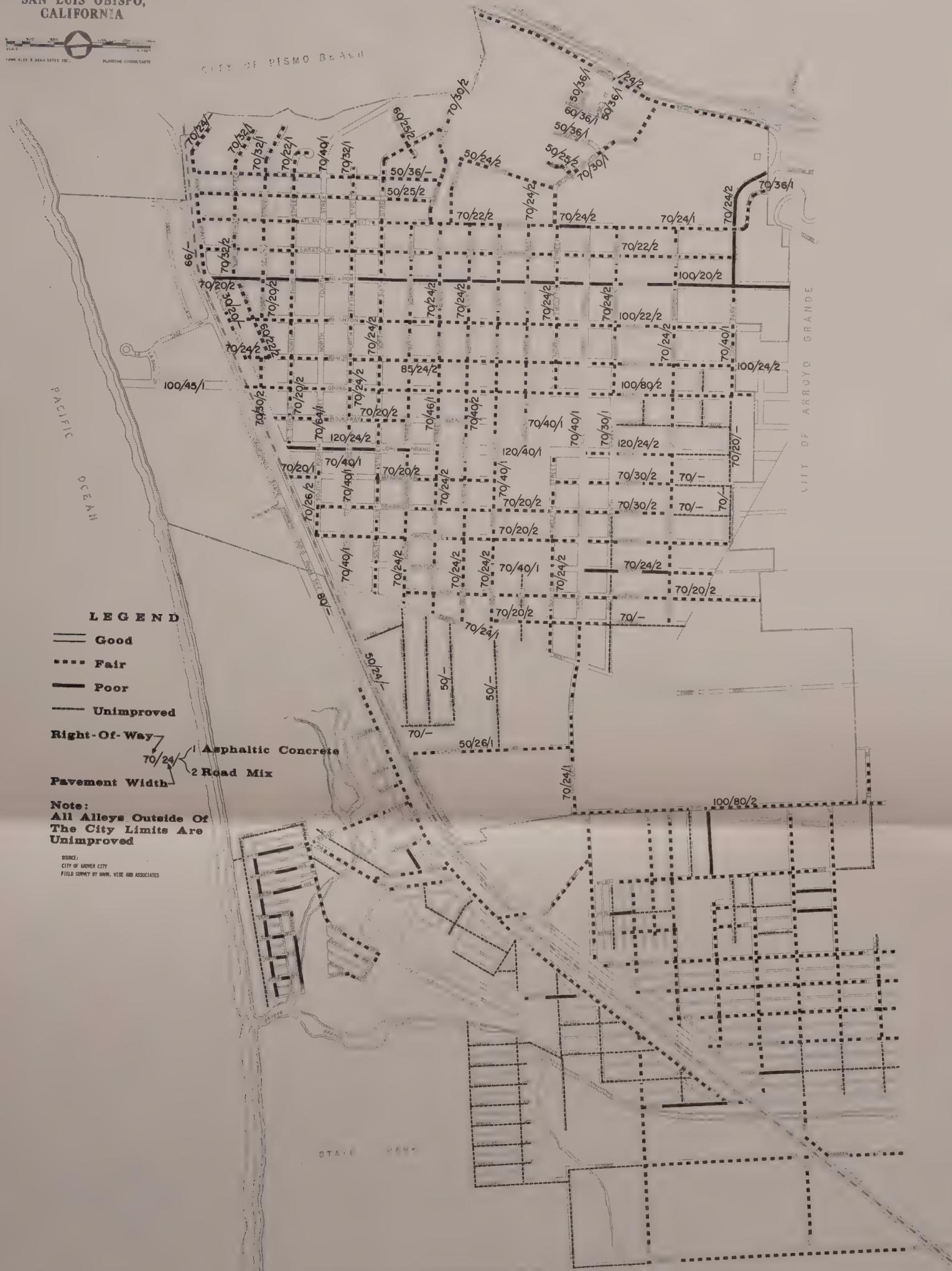


# PAVEMENT CONDITIONS

CITY OF  
GROVER CITY  
COUNTY OF  
SAN LUIS OBISPO,  
CALIFORNIA

JOHN VILLE & ASSOCIATES INC.  
PLANNING CONSULTANTS

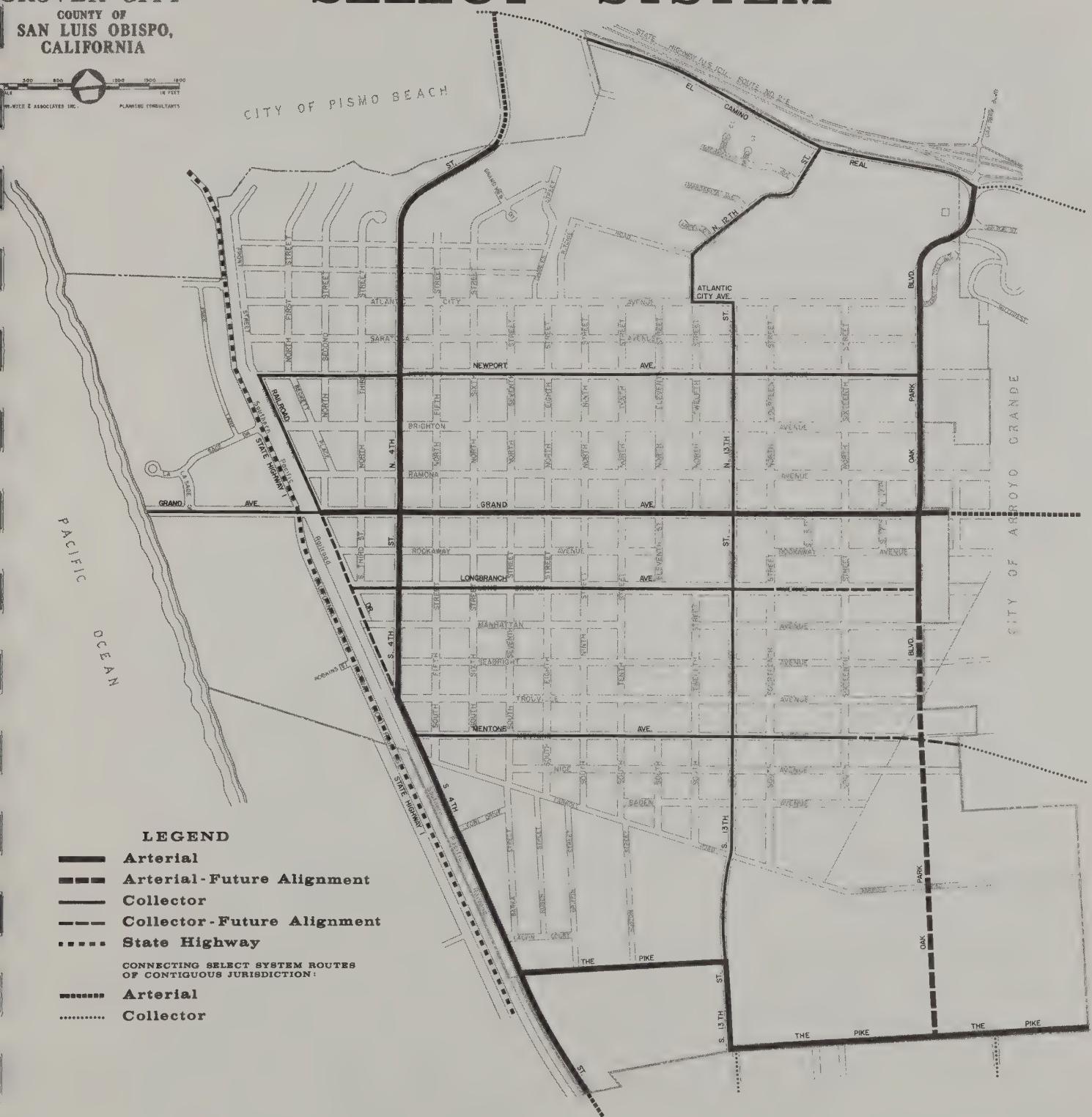
CITY OF PISMO BEACH





CITY OF  
**GROVER CITY**  
COUNTY OF  
SAN LUIS OBISPO,  
CALIFORNIA

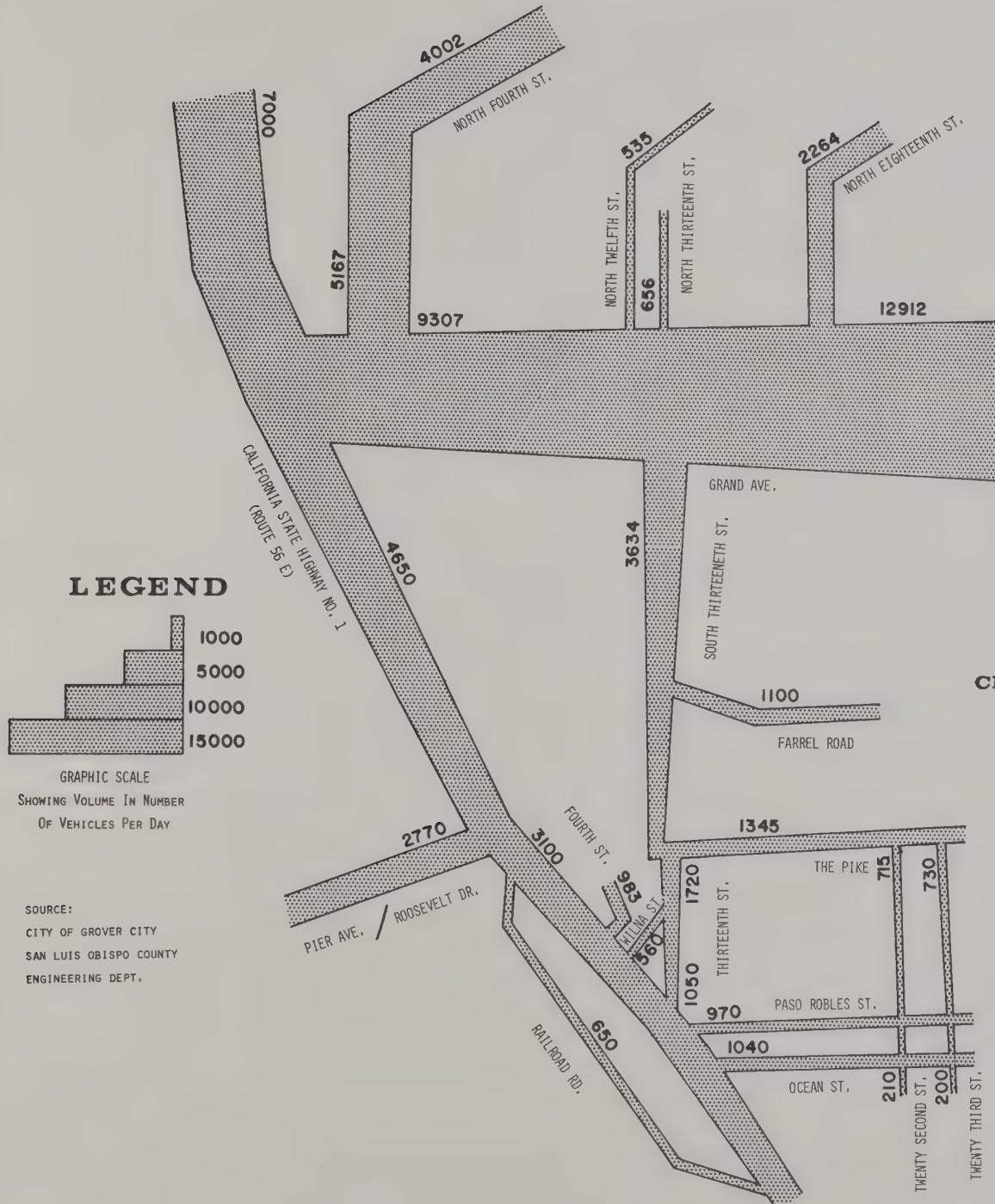
# **SELECT SYSTEM**





# AVERAGE DAILY TRAFFIC

SURVEYED DEC. 1971



HAHN, WISE and  
ASSOCIATES, INC.  
Planning Consultants



## TRAFFIC CONTROLS

The exhibit entitled "Stop Signs and Signals" contains an inventory of all stop signs and traffic signals in the City. This map may be found on page 27.

## MOTOR VEHICLE REGISTRATION

The graph entitled "Motor Vehicle Registration" shos that the number of motor vehicles registered in Grover City will follow rather closely the estimated trends in population increase. The number of persons per vehicle in 1960 was 1.6 within the City. It is predicted that this figure will decrease to about 1.5 persons per vehicle by 1990. This means that there will be about 9,100 vehicles registered within the City by 1990. This will amount to nearly 80% more vehicles than the present number.

State and local trends indicate that traffic volumes will increase at a faster rate than population numbers, and that peak traffic flow on local streets will approach 2.5 times its present volume by the year 1990. Allowance for this growth has been made in the estimate of the design year traffic flow, and the assignment of this flow to major arterials.

## ACCIDENTS

An Accident Spot Map was prepared from data kept on file by the Police Department. An exhibit showing the location of each accident which occurred in the City from January 1 to December 30, 1970 may be found on page 29.

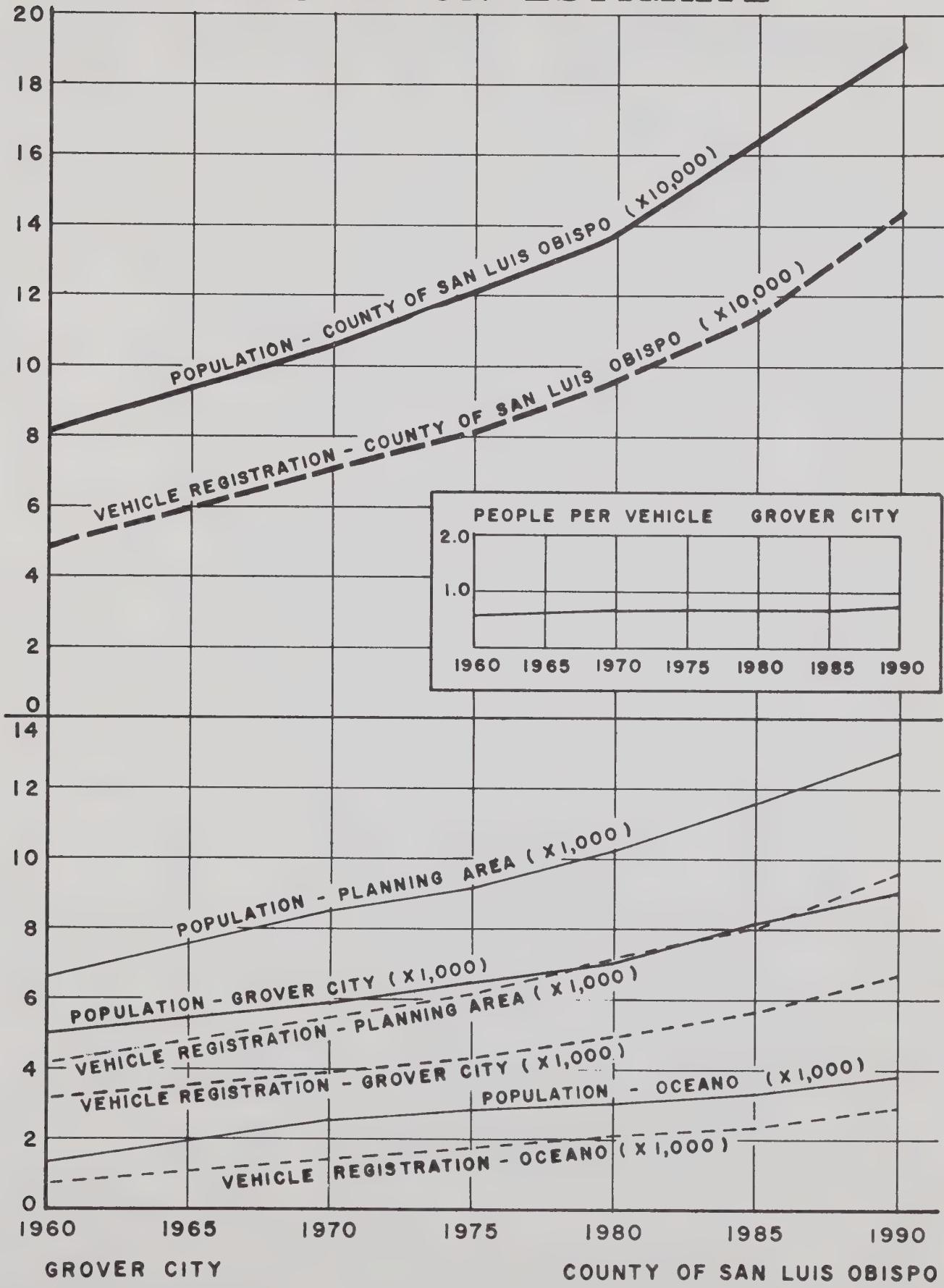
The primary concentration of accidents was located along Grand Avenue. Approximately 75% of all accidents in the City occurred along or at intersections with Grand Avenue. The remainder of







# VEHICLE REGISTRATION AND POPULATION ESTIMATE





**CITY OF  
GROVER CITY  
COUNTY OF  
SAN LUIS OBISPO,  
CALIFORNIA**

# ACCIDENT LOCATIONS



CITY OF PISMO BEACH





vehicular accidents in Grover City occurred in various locations throughout the City. A majority of the accidents, about 80%, occurred at intersections.

#### BUS AND TRUCK ROUTES

U.S. Highway 101, Grand Avenue and State Route 1 carry most of the truck traffic within the City.

School busses use almost every paved street in the unincorporated portion of the planning area because of the decentralized school population. Important City streets used are: Grand Avenue, Fourth Street, Eighth Street, Thirteenth Street, Sixteenth Street, Tenth Street and Longbranch Street. School bus routes are shown on page 26.







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